

## Augusta River Crossing Study

PIN 556.11, STP-0556(11) Kennebec County, Maine

# Final Environmental Impact Statement

FHWA-ME-EIS-99-F

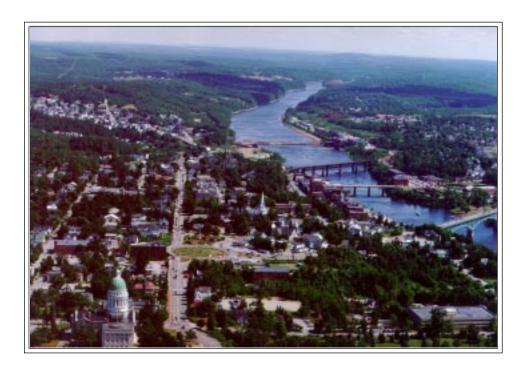
Submitted Pursuant to 42 U.S.C. 4332 (2) (c), 23 U.S.C. 138 and 23 CFR 771 By:

U.S.Department of Transportation Federal Highway Administration



Maine Department of Transportation





The cover photo and the view above were provided by the Maine Department of Transportation Photo Lab. The view above was on the cover of the Draft EIS and shows the Edwards Dam in place. The cover photo was shot in the Fall 1999, after the bulk of the dam had been removed.

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#### How to Read This EIS

#### Chapter 1 - Purpose and Need

This chapter explains **who** wants to do **what** and **where**, **how** and **why** they want to do it. It identifies the problem, defines the scope of the study, and explains the decision that needs to be made. It lists the federal, state and local regulatory requirements necessary to implement the project.

#### Chapter 2 - Alternatives

This chapter functions as the heart of the EIS. It describes the alternatives and how they were developed, and then summarizes anticipated environmental consequences, or impacts, for each of the alternatives described. It identifies alternatives that have been dismissed from further study and explains why they were eliminated. It also describes associated actions, or other projects that may have an effect on this project.

#### Chapter 3 - Affected Environment

This chapter presents information on the **existing** environment for all relevant natural and cultural resources within the study area.

#### Chapter 4 - Environmental Consequences

This chapter presents the results of studies and analyses completed to **predict** the environmental consequences, or impacts, expected if an alternative is constructed. Only those resources for which potential impacts were identified are included.

#### Chapter 5 - Comments and Coordination

This chapter provides information on federal, state and local coordination during the project development process. It describes public involvement to date, and summarizes any public meetings and/or presentations held for the project.

#### Literature Cited

This report follows standard technical document format and cites references within the text with the author's name and year of publication in parentheses. The reader can then consult the Literature Cited section at the end of the report to identify the source of the reference. The citations are listed in alphabetical order.

#### Terms Used in This Report

- Alignment The actual path within the 200-foot wide footprint that the new roadway or bridge will follow.
- Alternative A 200-foot wide footprint developed for the corridor alternatives retained for further study (A-1, A-2, B).
- Avoid and Minimize Avoidance is the process of viewing **all** potential alternatives against a series of constraint map overlays, determining practicability, and refining the list of alternatives based on the results. Minimization involves minor shifts in alignment to reduce impacts to resources to the greatest extent practicable.
- Corridor Alternative Any of the seven (Base, A-1, A-2, B, C, D, E) 1000-foot wide corridors developed using preliminary constraints mapping
- Highway Methodology A project development process that integrates transportation planning and design with the requirements of the U.S. Army Corps of Engineers' permit regulations, the National Environmental Policy Act (NEPA), and the Federal Highway Administration (FHWA) funding approvals.
- Limited Access/Controlled Access For the purposes of this report, the terms limited and controlled access mean that the only access to and from the proposed facility will be at I-95 and the intersections with Routes 104 (Northern Avenue), 201 (Riv erside Drive), and 202/3 (North Belfast Avenue).
- National Environmental Policy Act (NEPA) A U.S. law passed in 1969 requiring federal agencies to disclose the environmental effects of their actions and to base their decisions on this information
- Displacements Persons or businesses and appurtenances requiring relocation as a result of a transportation improvement project.

### Acronyms Used in This Report

	<del>,</del>
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
BMP	Best Management Practices for Erosion and Sedimentation Control
CFR	Code of Federal Regulations
CO	Carbon Monoxide
dBA	Decibels
DEP	Maine Department of Environmental Protection
DMR	Maine Department of Marine Resources
DOI	U.S. Department of the Interior
ESA	Endangered Species Act
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmlands Protection Policy Act
HWU	Hazardous Waste Unit (MDOT)
LAWCON	Land and Water Conservation Fund Act of 1965
LMA	Labor Market Area
LOS	Level of Service
LURC	Land Use Regulation Commission (Maine)
MDIFW	Maine Department of Inland Fisheries and Wildlife
MDOT	Maine Department of Transportation
MGS	Maine Geologic Survey
MHPC	Maine Historic Preservation Commission
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NRCS	Natural Resource Conservation Service
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NR	National Register of Historic Places
NSA	Noise Sensitive Area
NWI	National Wetlands Inventory
OECD	Augusta Office of Economic and Community Development
PAC	Public Advisory Committee
PMT/VMT	Passenger Miles Traveled/Vehicle Miles Traveled
ROD	Record of Decision
SHPO	Maine State Historic Preservation Officer
SPO	Maine State Planning Office
STPA	Sensible Transportation Policy Act
TDM/TSM	Transportation Demand Management/Transportation System Management
TRB	Transportation Research Board
USACOE/Corps	U. S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

